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Amendments to the Specification:

Please replace paragraph [0010] with the following amended paragraph:

[0010] The blow-off mechanism includes a resilient member disposed between the valve mechanism and one end of the inner tube and configured to be deformable by the valve mechanism as the valve mechanism is slidably displaced by an increasing pressure in the first chamber. At the blow-off pressure, the valve collides against a valve stop member, typically the driver of the valve actuating assembly, switching the valve mechanism open to permit fluid flow into the second chamber.

Please replace paragraph [0045] with the following amended paragraph:

[0045] Looking to FIGS. 3a-3d, an operating sequence of the lockout mechanism 12 will be described. In FIG. 3a, the valve mechanism 18 is shown in a closed position, so biased by the valve spring 44, with the resilient member 16 shown fully extended. As the piston 28 is deflected toward the valve mechanism 18, the valve head 40 continues to be biased in a closed position against the valve seat 24, now under the force of both the valve spring 44 and the increasing pressure in the first fluid chamber 30, while the resilient member 16 is partially compressed by the valve mechanism 18 as the valve mechanism 18 is slidably deflected toward the driver 34 by the increasing pressure in the first fluid chamber 30. As the valve mechanism 18 continues to slide, the valve stem 42 will collide against a valve stop member, in this embodiment the driver 34 thereby blocking continued deflection of the valve 22, but not the valve seat 24, as shown in FIG. 3b. With continued sliding of the valve seat 24, the resilient member 16 will be further compressed thereby releasing or blowing off the sealing engagement between the valve head 40 and the valve seat 24 to permit fluid flow from the first fluid chamber 30 into the second fluid chamber 32, as shown in FIG. 3c. This blow-off condition will relieve the pressure buildup in the first fluid chamber 30, switching the suspension from substantially rigid to compliant and permitting the previously rigid

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suspension to absorb a sudden jarring impact that would otherwise possibly cause damage to the suspension had the locked condition been maintained. Under the rebound stroke of piston 28, when the piston withdraws away from the valve mechanism 18, the resilient member 16 returns to its uncompressed state and the valve head 40 is drawn away from the valve seat 24 by fluid flow from the second chamber 32 to the first chamber 30, against the force of the valve spring 44. The rider may adjust the blow-off pressure by adjusting the position of the driver 34, and in turn, the size of a gap 33 between the driver 34 and the valve stem 42. It is further understood that the blow-off and return stroke characteristics may also be adjusted by varying the stiffness of the resilient member 16 and the valve spring 44.